

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4875

戊午年五月十五日

SATURDAY, JUNE 17, 1905.

大英

香港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....\$10,000,000
CAPITAL PAID UP.....\$18,000,000
CAPITAL UNCALLED.....\$6,000,000
RESERVE FUND.....\$9,720,000
Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEW HONG WANG.
BOMBAY. MUKDEN.
TIENT SIN. PORT ARTHUR.
PEKING. CHEFOO.
KOBE. DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION OF LONDON AND SMITHS BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On Fixed Deposits at 12 months at 5 per cent.
" " " " 6 " 4 "

TAKEO TAKAMICHI,
Manager.
Hongkong, 23rd May, 1905. [20]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman;
A. HAURT, Esq., Deputy Chairman;
Hon. C. W. Dickson, H. Schubart, Esq.;
E. Goetz, Esq.; E. Shellim, Esq.;
G. H. Medhurst, Esq.; Hon. R. Shawan;
A. J. Raymond, Esq.; N. A. Siebs, Esq.;
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXE
DEPOSIT at a PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [22]

THE DEUTSCH ASIATISCHE BANK
AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtao Tsingtau

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept 1st
Class FOREIGN and CHINESE RISKS &
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 18th May, 1905. [24]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chempoo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Makurdo, Kuro, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinoto, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hoko, Hondo, Ichinura, Kanada, Mamoda, Manoura,
Oseura, Otoji, Sashima, Tsubakuro, Yoshinotani, Yosho, Yanakibara and other Coals.

S. MINAMI, Manager, Hongkong. [25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE.	FORMOSA.....	About 24th	Freight and (Passing through the Island Sea.)
THREE NEEDLE HOUSE, E.C.	B. W. H. Snow.....	June	Passage.
LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITHS BANK, LTD. BRITISH LINEN COMPANY BANK.	PALERNO.....	About 27th	Freight only.
BRANCHES AND AGENTS ALL OVER THE WORLD.	COLOMBO, FORT SAID and MARSEILLES.....	June	
THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepta Fixed Deposits at Rates which may be ascertained on application.	CHUSAN.....	About 30th	Freight and Passage.
CHARLES R. SCOTT, Manager.	NUBIA.....	July 1st,	See Special Advert.
20, Des Voeux Road, Hongkong, 26th May, 1905. [21]	F. J. Fox.....	Noon	

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 17th June, 1905. [22]

Intimations.

LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED
FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

Hongkong, June 16th, 1905. [23]

KÜPPER'S

PILSENER BEER.

The best PILSENER in the East; ask for KÜPPER,
and see that you get it.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,
Hongkong, 6th June, 1905. [24]

E. C. WILKS & CO., CONSULTING ENGINEERS, ETC.,

are Sole Agents for—

The General Electric Co. of London, and have a
large stock of Electric Fittings, Cables,
Wire, Lamps, Electroliers, etc., on hand,

AT 12, BEACONSFIELD ARCADE,

HONGKONG.

INSPECTION INVITED.

ESTIMATES GIVEN.

Also Sole Agents for:

H. W. John's Canadian Asbestos Goods,
stock on hand.

THORNYCROFT MOTORS.

W. H. ALLEN & SON, BEDFORD.
Stewart & Lloyd's Steel Plates, Angles,
Tubes, &c.

Hongkong, 1st June, 1905. [25]

Intimations.

If it's power
you want,

take

BOVRIL



PURE AND CHEAP

California Riesling	-\$6.50 per Dozen Quarts
Do. Do.	3.75 " " Pints
Do. Hock	6.50 " " Quarts
Do. Do.	3.75 " " Pints

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [26]

PHOTO SUPPLIES.

LONG, HING & CO.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [27]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [28]

VICTORIA HOTEL,

SHAMEEN, CANTON,

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 10 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 8.00 p.m. ... Every 1

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons.....Captain H. D. Jones.
 " " "POWAN," 2,330 " " " G. F. Morrison, R.M.R.
 " " "PATSHAN," 2,300 " " " E. D. Thomas.
 " " "HANKOW," 3,673 " " " C. V. Lloyd.
 " " "KINSHAN," 1,995 " " " J. J. Louis.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted); 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,993 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and arrives Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 58 tons.....Captain W. A. Valentine.
 " " "NANNING," 59 " " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8:30 A.M. calling at Yunki, Mahning, Kungchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow Single \$15.00, Return \$25.00.
 Canton to Tak-Hing Single \$12.50, Return \$21.00.
 Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANU," Capt. J. Wilcox.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$30.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birns. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk, and Kongmoon. Returning daily (Monday excepted).

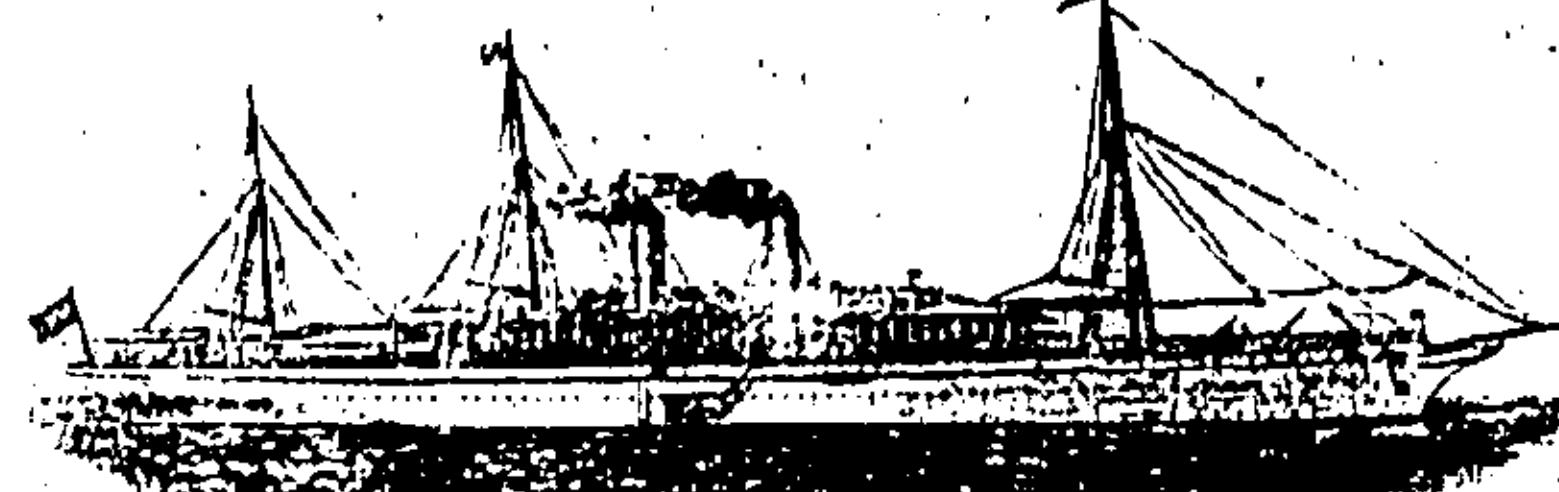
FARES:—Hongkong to Kong Moon, Single \$6.00
 Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 17th June, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHINGCHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC. (SUBJECT TO ALTERATION).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Steamers. Tons. Commanders. Sailing Dates.
 R.M.S. "EMPEROR OF INDIA," 6,000. E. Beetham, R.M.R.WEDNESDAY, 21st June.
 " " "TARTAR," 4,415. W. Davison, R.M.R.WEDNESDAY, 5th July.
 " " "EMPEROR OF JAPAN," 6,000. H. Pybus, R.M.R.WEDNESDAY, 12th July.
 " " "EMPEROR OF CHINA," 6,000. R. Archibald, R.M.R.WEDNESDAY, 2nd Aug.
 " " "ATHENIAN," 2,440. S. Robinson, R.M.R.WEDNESDAY, 9th Aug.
 Hongkong to London, 1st Class, via St. Lawrence £60. via New York £64.
 Hongkong to London, Intermediate on
 Steamers, and 1st Class Rail £44. " £44.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Government.

For further information Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, 9, Pidder's Street.

Hongkong, 14th June, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
 G. FERD. LAEISZ: H'VRE, DUNKIRK, B'MEN & H'BURG, 22nd June. } Freight.
 von Hoff (Calling at S'PORE, PENANG & COLOMBO.) }
 BRISGAVIA H'VRE, ANTWERP and HAMBURG, 30th June. } Freight.
 Russ (Calling at S'PORE, PENANG & COLOMBO.) }
 SITHONIA H'VRE, BREMEN and HAMBURG, 1st July. } Freight.
 Hildebrand (Calling at S'PORE, PENANG & COLOMBO.) }
 ACILIA H'VRE and HAMBURG, 26th July. } Freight.
 Schilke (Calling at S'PORE, PENANG & COLOMBO.) }
 ALESIA H'VRE and HAMBURG, 10th August. } Freight.
 Sachs (Calling at S'PORE, PENANG & COLOMBO.) }
 For further Particulars, apply to HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE, No. 4, Onson's Building.

D. NOMA, TATTOOER,
 6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 15th November, 1904.

Intimations.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

H.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 ZIETEN WEDNESDAY, 21st June.
 DARMSTADT WEDNESDAY, 5th July.
 SACHSEN WEDNESDAY, 19th July.
 SCHARNHORST WEDNESDAY, 2nd August.
 PRINZ HEINRICH WEDNESDAY, 16th August.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 23rd August.
 PREUSSEN WEDNESDAY, 13th September.
 ROON WEDNESDAY, 27th September.
 BAYERN WEDNESDAY, 11th October.
 GNEISENAU WEDNESDAY, 26th October.
 PRINZESS ALICE WEDNESDAY, 8th November.
 SACHSEN WEDNESDAY, 22nd November.
 PRINZ REGENT LUFTFOLD WEDNESDAY, 6th December.
 PRINZ HEINRICH WEDNESDAY, 20th December.

ON WEDNESDAY, the 21st day of June, 1905, at Noon, the Steamship "ZIETEN" of the NORDDEUTSCHER LLOYD, Captain F. von Hinter, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 19th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th June, and Parcals will be received at the Agency's Office until Noon, on TUESDAY, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcals should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.
 WILLEHAD 4,761 TUESDAY, 27th June.
 PRINZ WALDEMAR 3,227 TUESDAY, 25th July.
 PRINZ SIGISMUND 3,302 TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship "WILLEHAD", Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS. ABOUT

KOBE & YOKOHAMA PRINZ WALDEMAR TUESDAY, 20th June.
 SHANGHAI, NAGASAKI, SACHSEN WEDNESDAY, 21st June.
 SHANGHAI, NAGASAKI, SCHARNHORST WEDNESDAY, 5th July.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 7th June, 1905.

13

Eyes

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 614 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 8 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. I., and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C. E., N. M. HOLMES, C. E., A. E. CARRICK, C. E., President and Vice-President and General Manager, Hongkong Manager.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering. A Speciality made of Reinforced Concrete and Concrete Piles. Examinations Surveys Reports and Estimates. Hongkong, 2nd February, 1905.

MINIMAX

HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COLOGNE, ANTWERP, &c.

F. BLACKHEAD & CO.

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO HOSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosene Oil, Tar, Bitumen, Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING. Drive in the Knob and the apparatus is in action immediately, spraying Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION. Is Self-acting. Destroys smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Aak, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, Hongkong, 24th March, 1904.

Hotels.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS' PRINCIPAL OFFICES and in the MAIN STREET.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SCOTCH WHISKY.
WATSON'S
"GLENORCHY"
BLEND.

("B" Quality.)

PURE MALT WHISKY.
VERY OLD.

A FINE "SODA" WHISKY.

\$12.00.....Per Case

Equal to any imported Bottled Whisky at
\$16.00.

WATSON'S
CELEBRATED

E
BLEND

VERY OLD LIQUEUR SCOTCH

WHISKY.

The Perfection of Whiskies.

\$16.50.....Per Case.

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.
BLENDERS AND BOTTLERS.

ESTABLISHED 1841.

Hongkong, 17th June, 1905.

NOTICE
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$50 per annum.

WEEKLY—\$18 per annum.

The rate per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. (2) copies sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.

Single Copies, Daily, 10 cents; Weekly, twenty-
five cents.

BIRTHS.

On 6th June, at "Bon Accord", Duke Street,
Penang, the wife of Captain K. OWEN, of a
daughter.

On 7th June, at Penang, the wife of Chief
Inspector W. J. FOLEY, F. M. S. Police, of a
daughter.

DEATHS

On 5th inst. at Port Swettenham, of pneumo-
nia, WILLIAM GEORGE CHRISTIE WALTER,
aged 42.

On 7th June, at Ayer Itam, Penang, LEWIS
EUBERT, aged 74 years.

THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, JUNE 17, 1905.

THE HARBOUR MASTER'S
REPORT.

The latest annual report on Hongkong,
which covers the work of the harbour de-
partment, during 1904, shows that the
Colony's advance towards even greater
prosperity is being steadily maintained. The
Hon. Capt. Barnes Lawrence remarks, in
his report that, during the year reviewed, the
tonnage entering and clearing, exclusive of
steam launches in local trade amounted to
24,754,042 tons, being an increase, compared
with 1903, of 714,180 tons, and the highest tonnage yet recorded.

The body of the late Yi Liang Eung, "charge
d'affaires" to the Korean Legation in London, is
to be taken to Seoul for burial. Funerals in
Korea are painfully prolonged, and weeks—
if not months—will probably pass before the
deceased official is finally laid to rest.

IT has been settled that a standard time shall
be adopted by all railways and telegraph offices
in India from the 1st July next. This will
mean that Indian standard time will be 5½
hours in advance of Greenwich, 9 minutes in
advance of Madras, and 24 minutes behind
Calcutta.

ACCORDING to the report issued by the Hong-
kong Observatory, the position of the typhoon
to the southward of the Colony is, apparently,
very little changed since yesterday, and is
now believed to have a slow motion towards
W.N.W. Picnic parties must be prepared for
squalls and rain.

We learn from the report of the Government
Bacteriologist that, just as in the case of small-
pox, cholera is endemic in Southern China. In
Canton, this is especially true. The annually
recurring outbreaks of the disease in Hong-
kong are due to successive introductions of
the infection from Canton and the surrounding
country.

THE annual recurrence of epidemic small-pox
will continue in Hongkong until China re-
cognises the importance of affording provision
of the means for general vaccination and re-
vaccination, says Dr. W. Hunter, in his report
for 1904. Small-pox is one of the commonest
diseases in China, and its spread is said to be
due largely to the practice of variolation,
which is still performed by inserting a pledge
of small-pox crusts into the nostrils.

The Hongkong, Canton and Macao Steam-
boat Co., Ltd. has arranged another special
cheap excursion to Macao for to-morrow.
Intending trippers will be taken to Macao in
the s.s. *Honam*, leaving Hongkong at 9 o'clock
in the morning and arriving at her destination
about noon, and they will be brought back, by
the *Hungshan*, which is fixed to leave Macao
at 7 o'clock in the evening and arrive in Hong-
kong at 10 o'clock. The fares are: First
class \$2 single, \$4 return. Second class \$1
single, \$8 return. Tickets may be obtained
either of the agents in their offices opposite the
Hongkong Hotel, in Queen's Road, or on
board of the steamer. Both the steamers are very
comfortable and well appointed, and are thus
especially adapted for such excursions as these,
which offer the toiling public of Hongkong an
opportunity to get a pleasant week-end change.

MR. R. F. DALY, familiarly known in Hong-
kong as "Dick Daly" has decided that it is
useless to place any trust in the Canton-
Hankow railway scheme, at least for some
time to come. As most people are aware, he
was engaged to cater for the iron wants of
those who were employed on the railway, and
it was confidently asserted a couple of months
ago that the construction of the railway would
begin in something rather less than no time.
However, the negotiations for permission to
commence operations are still hanging fire,
and it may be months before the work actually
begins. In these circumstances, Mr. Daly,
who gave up a flourishing business in Hong-
kong in order to carry out his contract, has
decided to seek pastures new. Shanghai, it
seems, has no idea of the capabilities of a
resident of the Colony so that, with the
natural advantages which contributed to
making Hongkong the principal, and, in
fact, the only distributive point on the coast
of China, over sixty years ago, the island
is still able to maintain her position of
prominence.

LOCAL AND GENERAL.

The French mail of the 16th May was delivered
in London on the 16th inst.

KRUPPS employs 30,000 men at Essen, Ger-
many. War is a good thing for Krupps.

PORT 11.00

Hongkong, 17th June, 1905.

NOTICE
One full (Chinese) copy of *plague* has been
notified to the authorities since noon of yester-
day.

THE next Criminal Sessions of the Supreme
Court will be held on Monday, the 19th Inst.,
at 10 a.m.

MR. C. S. PENNY, formerly editor of the *Times* of
Greece, and of the *Times* of Malta, has gone
to Singapore to establish a Straits Press Agency.

CITIZENS, disguised as Mexicans, are being
smuggled over the southern border, says a San
Francisco exchange.

RATES for transmission by parcel post to
German New Guinea and German South Sea
Islands have now been published.

BIRTHS.

On 6th June, at "Bon Accord", Duke Street,
Penang, the wife of Captain K. OWEN, of a
daughter.

On 7th June, at Penang, the wife of Chief
Inspector W. J. FOLEY, F. M. S. Police, of a
daughter.

DEATHS

On 5th inst. at Port Swettenham, of pneumo-
nia, WILLIAM GEORGE CHRISTIE WALTER,
aged 42.

On 7th June, at Ayer Itam, Penang, LEWIS
EUBERT, aged 74 years.

THE Chinese Minister in America will institute
suits for damages on behalf of all Chinese
who have been excluded since the expiration
of the treaty with China last December.

THE First National Bank of Milwaukee now
requires a photograph and the measurements
on Berillon system, of all its clerks. It should
include all the officers from the president
down.

IT is of interest to note that in connection with
watering the streets of the City of Victoria
about six Chinese foremen and sixty coolies
are required. In addition to this each cart has
a foreman and at least ten coolies.

The body of the late Yi Liang Eung, "charge
d'affaires" to the Korean Legation in London, is
to be taken to Seoul for burial. Funerals in
Korea are painfully prolonged, and weeks—
if not months—will probably pass before the
deceased official is finally laid to rest.

IT has been settled that a standard time shall
be adopted by all railways and telegraph offices
in India from the 1st July next. This will
mean that Indian standard time will be 5½
hours in advance of Greenwich, 9 minutes in
advance of Madras, and 24 minutes behind
Calcutta.

ACCORDING to the report issued by the Hong-
kong Observatory, the position of the typhoon
to the southward of the Colony is, apparently,
very little changed since yesterday, and is
now believed to have a slow motion towards
W.N.W. Picnic parties must be prepared for
squalls and rain.

We learn from the report of the Government
Bacteriologist that, just as in the case of small-
pox, cholera is endemic in Southern China. In
Canton, this is especially true. The annually
recurring outbreaks of the disease in Hong-
kong are due to successive introductions of
the infection from Canton and the surrounding
country.

THE annual recurrence of epidemic small-pox
will continue in Hongkong until China re-
cognises the importance of affording provision
of the means for general vaccination and re-
vaccination, says Dr. W. Hunter, in his report
for 1904. Small-pox is one of the commonest
diseases in China, and its spread is said to be
due largely to the practice of variolation,
which is still performed by inserting a pledge
of small-pox crusts into the nostrils.

The Hongkong, Canton and Macao Steam-
boat Co., Ltd. has arranged another special
cheap excursion to Macao for to-morrow.
Intending trippers will be taken to Macao in
the s.s. *Honam*, leaving Hongkong at 9 o'clock
in the morning and arriving at her destination
about noon, and they will be brought back, by
the *Hungshan*, which is fixed to leave Macao
at 7 o'clock in the evening and arrive in Hong-
kong at 10 o'clock. The fares are: First
class \$2 single, \$4 return. Second class \$1
single, \$8 return. Tickets may be obtained
either of the agents in their offices opposite the
Hongkong Hotel, in Queen's Road, or on
board of the steamer. Both the steamers are very
comfortable and well appointed, and are thus
especially adapted for such excursions as these,
which offer the toiling public of Hongkong an
opportunity to get a pleasant week-end change.

MR. R. F. DALY, familiarly known in Hong-
kong as "Dick Daly" has decided that it is
useless to place any trust in the Canton-
Hankow railway scheme, at least for some
time to come. As most people are aware, he
was engaged to cater for the iron wants of
those who were employed on the railway, and
it was confidently asserted a couple of months
ago that the construction of the railway would
begin in something rather less than no time.
However, the negotiations for permission to
commence operations are still hanging fire,
and it may be months before the work actually
begins. In these circumstances, Mr. Daly,
who gave up a flourishing business in Hong-
kong in order to carry out his contract, has
decided to seek pastures new. Shanghai, it
seems, has no idea of the capabilities of a
resident of the Colony so that, with the
natural advantages which contributed to
making Hongkong the principal, and, in
fact, the only distributive point on the coast
of China, over sixty years ago, the island
is still able to maintain her position of
prominence.

LOCAL AND GENERAL.

The French mail of the 16th May was delivered
in London on the 16th inst.

KRUPPS employs 30,000 men at Essen, Ger-
many. War is a good thing for Krupps.

PORT 11.00

Hongkong, 17th June, 1905.

THE PORT OF HONGKONG.

A RECORD YEAR.

The Hon. Capt. L. A. W. Barnes Lawrence,
in his report, as harbour master, for the year
1904 states that the total tonnage entering and
clearing during that period, exclusive of steam
launches in local trade, amounted to 24,754,042
tons, being an increase, compared with 1903,
of 714,180 tons, and the highest tonnage yet
recorded. There were 56,093 arrivals of
12,388,892 tons, and 58,099 departures of
12,365,150 tons. Of British ocean vessels,
2,162 ships of 3,863,803 tons entered, and 2,156
ships of 3,845,932 tons cleared, while of river
steamers under the British flag there were
2,917 ships of 2,849,895 tons entered and
2,915 ships of 2,847,461 tons cleared. Taken
altogether,

British ocean tonnage represented... 31.2 %
Foreign 21.3 %
British river tonnage 23.1 %
Foreign 1.9 %
Steam-launches in foreign trade represented 5 %
Junks in foreign trade represented... 10.5 %
Junks in local trade 9.5 %

100.0 %

7,435 steamers, 26 sailing vessels, 1,027
steam-launches, and 18,160 junks, in foreign
trade, entered during the year, giving a daily
average of 70, as against 68 in 1903.

For vessels of European construction, exclusive
of steam-launches, the daily average was
10.36 against 10.9 in 1903.

Vessels under the British flag show an in-
crease of 1,741 ships of 2,155,798 tons, of which
1,389 ships of 1,25,498 tons are river steamers.
The remainder, 352 ships of 930,300 tons, are a
net increase in British ocean vessels, due to a
large influx of colliers and other tramp steamers
in ballast, attracted to the Far East by the
war.

The increase in river steamers is due to the
fact that new vessels started to ply during
the year.

In vessels under foreign flags, there is a de-
crease of 1,108 ships of 1,946,897 tons, of which
159 ships are river steamers. The river steam-
er tonnage, however, shows an increase of
16,008 tons, giving a net decrease in foreign
ocean shipping of 1,149 ships of 1,910,889 tons.

This decrease is due to:—(i) The disappear-
ance of all Russias and almost all Japanese
ships from the run since the war began. (ii) A
large number of small German and Norwegian
vessels being transferred to the Japanese coast
trade. (iii) A considerable decrease in numbers
but (increase in tonnage) of vessels under
U.S.A. colours.

The decrease in numbers of foreign river
steamers is due to the smaller number of in-
dividual vessels plying, while the increased
tonnage is accounted for by the larger size of
those left.

The actual number of ships of European
construction (exclusive of river steamers and
steam-launches) entering during 1904 was 88,
being 50 British, and 376 foreign.

These 88 ships entered 4,007 times, and
gave a total tonnage of 6,434,710 tons. Thus,
compared with 1903, 14, more ships entered
12 times less, and with a total tonnage de-
creased by 46,471 tons.

TRADE.

Once more it is necessary, says the Harbour
Master, to call attention to the want of
accuracy in the returns under this heading.
There being no Customs House in the Colony,
it is impossible for accurate returns to be
compiled, but the information given by the
officers and agents of ships might with advan-
tage be of a fuller and more detailed description.

It is true that I am empowered to call for
copies of manifests of cargo imported, but, so
long as the favours and comprehensive term
"Case of Merchandise" continues to be em-
ployed, such manifest will not help us much,
while to deal with the various weights and
measures of the cases, &c., as entered in the
manifests, would require a very much larger
staff than we now possess. As it is, the returns
are compiled by the assistant Harbour Master,
from information given by the officers of the
ships, or, in some cases, the agents. It fre-
quently happens that the officer giving the
information is ignorant of the existence on
board of certain items which it is imperative<br

TELEGRAMS.

[Reuter's.]

Fatal Explosion on H.M.S.
"Magnificent."

LONDON, 15th June.—While H.M.S. *Magnificent* was at gun practice off Taku, a six-inch shell exploded inside the gun. Eighteen, including the Gunnery Lieutenant, were wounded.

The cartridge of the shell in the *Magnificent*'s gun-missed fire, whereupon the breech opened and an explosion occurred simultaneously.

Lieutenant Stobart and three men, injured by the explosion, are dead.

The Assassination of M. Delyannis.

The death of M. Delyannis is regarded in Greece as a national calamity and is causing serious confusion; funds generally are lower and the Bourse was closed till after the funeral in order to avert a panic.

The Morocco Conference.

Mr. Lowther, British Minister at Morocco, presented a categorical refusal from Great Britain on the 8th June to join an international conference. Count Tattenbach on the 9th June conveyed Germany's acceptance.

Later.

Peace Preliminaries.

An official despatch from Washington states that Washington has been selected for a conference of the Plenipotentiaries.

France.

M. Rouvier has decided to retain for the present the Foreign portfolio.

Royal Marriage.

The marriage of the Crown Prince of Sweden and Princess Margaret of Connaught has taken place at St. George's Chapel, Windsor; the weather was magnificent.

[Prince Gustav, Adolph of Sweden and Norway notwithstanding—Norway, the bridegroom of the Princess Margaret of Connaught, is not the first member of his House who has been married in England. The King, his grandfather, when he was there, some twenty years ago, found out the virtues of Bournemouth; and the King's second son, Prince Oscar, as he was then, spent an early springtime at that agreeable watering-place in 1888. The consequence was that he fell in love with the charming Miss Munck, and the consequence of that, we are told, was a marriage between them, which took place at Bournemouth on the 15th of March, the bridegroom's mother being present. On this same day Prince Oscar made formal renunciation of his right of succession, and assumed the title of Prince Bernadotte, by which he has since been known. Bernadotte in love has ever been thoroughgoing. The original Bernadotte married Miss Clary, in spite of another suitor, who was no less a personage than the future Napoleon Emperor.]

THE COMING OF SANDOW.

In all probability Hongkong will shortly be having a visit from Sandow, the strong man, who is touring the East in the cause of physical culture. He was due at Penang on the 6th inst., and is booked to open at Singapore on the 10th inst. Mr. Sandow has with him a troupe of 20 pupils who assist him in his demonstrations.

These pupils are amateurs who have joined Mr. Sandow for a tour round the world to assist him in demonstrating his celebrated system of physical culture. In addition all appear nightly in his great Graeco-Roman Arena. Mr. Sandow has just finished a phenomenally successful tour of India, appearing at the various theatres during his tour. It has been found that the theatres in the several parts of India are not spacious enough for holding the audiences that crush and jam around the doors, nightly endeavouring to gain admission to see the World's Celebrated Strong Man; and to avoid this for the rest of his Eastern tour he has just had an enormous canvas theatre built. The performance presents that of an ancient Graeco-Roman arena, the pupils during the performance assisting and playing their parts of ROMAN GLADIATORS, IN OLYMPIC GAMES, and all kinds of athletic sports. This company is probably the largest and most expensive that has ever visited the Orient and the performance given is one that appeals to every one. A contemporary, in speaking of Mr. Sandow's performances in Calcutta, said at the time that the reception accorded to Mr. Sandow was absolutely unparalleled in the records of Calcutta, and we opine that it must have more than satisfied Sandow himself of the absorbing interest which his visit to India aroused. It may truly be said that no show that has ever come to the East has proved such a big draw or roused an audience to such a pitch of enthusiasm as that of Mr. Sandow in Calcutta. Sandow says that he believes himself to be a far stronger man today than he was some seven years ago. He is now 36. He says that a man's strength will go on increasing with careful treatment until he is 45, which is, as a rule, the limit of human development. Sandow's measurements at the present day are as follows:

Weight 14 stone 6 lbs, height 5 ft. 10 1/2 inches, neck 18 inches, chest 48 inches, chest expanded 62 inches, thigh 46 inches, knee 44 inches, calf 18 inches, ankle 8 1/2 inches, upper arm 19 1/2 inches, forearm 17 inches, wrist 7 1/2 inches.

SHIPPING accommodation at Antwerp is about to be extended at a cost of ten millions sterling, guaranteed by the Belgian Government, by the construction of a canal of five miles. The works will occupy ten years. When completed Antwerp will be the first port of the world.

A QUESTION THAT FAILED.

THE STORY OF A FAILURE TO REACH SABEDO.

The following article is written by the special correspondent of the *Telegraph*—
Sabedo is present hemispherically sealed to all foreigners except the very few favoured ones summoned there on Government business, and although I set out for the famous Naval Station last week with the full determination to get through, come what might, I had at last to abandon my mission as altogether beyond hope. By sitting tight at Haiki-junction, the nearest point which I was able to reach, I might perhaps have caught glimpses of the various important parades going to and fro, but the waiting would have been long and the results uncertain, so I recognised span of life is limited to three score year and ten, I hastened on to Nagasaki.

My intention had been to go to Sasebo and try to get information from the Captain of the *Oldhamia*, whose vessel was captured by the Russians near Formosa, and who had been transferred to a Russian vessel which came to grief during the battle. My information was that the *Oldhamia*'s captain had been taken to Sasebo with the Russians, and this I found to be quite correct. Also, I hoped to have a look at the two famous men who have almost monopolised the attention of the world during the past few weeks, and even—for journalists should not limit their ambitions—to have a talk with them. But neither Yogo nor Rojestravsky was to come within my ken, nor was I to see Japan's huge, grim ships and note the difference between the present time and the period when they excited my admiration in the magnificent grandeur of the naval review two years ago.

I went with the roar of a lion, heralding my approach with telegrams and telephone messages to the lords-high-everybody likely to have influence. I returned like a lamb. And the entire staff of police at Haiki turned out to offer their sympathy, and possibly also to see that I did nothing which under martial law might be considered a sin.

So I went to Nagasaki. My ardours was considerably damped by this time, but neither the police nor my own Consul being able to help me, I reluctantly gave in and submitted to the inevitable. The man who gets to Sasebo first, I'll admit to be a better man than I am, but I can't help hoping that he will have to overcome all the opposition which I met myself.

THE RUSSIAN SAILORS AT NAGASAKI.

I found Nagasaki celebrating the nation's triumph on a scale which, considering its population, did it credit. Every now and again, there was the startling crack of some gigantic firework and a bright glare which took one's attention from the illuminated earth and water to the sky. But such things are of constant occurrence, and I didn't go to Kiushu to gaze at fireworks, lantern processions and similar commonplaces. I wanted something exclusive, something to keep the cables busy, and next morning I obtained at least some slight return for my trouble.

I discovered that fifty-two Russians were lodging in the two French hotels, so I went straight there, and on my way saw a few of them strolling around the streets. Big, healthy-looking fellows they were, too, with nothing about them to indicate that only a week before they had fought through one of the biggest naval battles in the history of the world. On arriving at the hotels, which are situated within an easy stone's throw of each other, I found several Russian seamen hovering around the door, near which some curio dealers were displaying their wares. They all looked in good health and condition, though they seemed rather subdued, and in no way suggested the rowdiness one had expected after the reports of their doings at the various ports at which they touched during the voyage. There were also present a couple of policemen, and a Japanese, who I learned was acting as interpreter. I have here remark that anyone who says that Kiushu is under-policed can never have travelled outside the port of Nagasaki. There is some savage tribe which we are told cannot count beyond a hundred. I do not belong to that particular brand of savage myself, but my mathematical powers are also limited, and I cannot say how many police interviewed me in the course of my journeys. Let me add, though, that I am rather pleased than otherwise at having become so well-known to the police, for I found them all excellent fellows. In the particular instance now referred to, the police outside the hotel refused to allow me to address any of the Russians, so I had to persevere to go to the police station and obtain the consent of the Superintendent.

THE LATE KOREAN CHARGE D'AFFAIRES.

IN LONDON.

The late Korean Charge d'Affaires in London (writes a correspondent who knew him well) was a typical representative of the Hermit Kingdom. Of a naturally quiet and reserved almost shy—demeanour, he was known but little outside diplomatic and official circles, but to those who visited him at the Legation at Earl's Court he was at all times extremely courteous. He had acted as Charge d'Affaires since the departure of the Minister, though he had but a slight knowledge of the English language.

He was but rarely seen in Downing-st., and then only when some special business took him there; but he attended most of the levees, and other Court functions. Since the outbreak of war in the Far East his position has been a somewhat anomalous one, and he has been out of touch more or less with his Government. The Consul-General for Korea in London is Mr. Pritchard Morgan, a former Liberal member for Merthyr Tydfil.

Tragedies at the foreign embassies and legations in London are happily of rare occurrence. In 1898 a determined attack was made upon Count Arco Valler, the then First Secretary of the German Embassy in London. The diplomat was leaving the well-known corner mansion in Carlton House Terrace when he was twice fired at by a miscreant. One of the bullets entered his back, whilst another struck an unfortunate policeman on point duty.

RUSSIA'S "SILVER LINING."

THE DAWN OF REFORM.

In the black sky of the Russian crisis there is a faint glimmer of the dawn. Imperial promises made in December last have an appearance of being kept. The Emperor has declared his willingness to grant the reforms, even if the people agitate. "But if they do, they will be punished," he is reported to have said. The Rescript on the subject of religions has made a favourable impression; some semblance of a Constitution seems to be shadowed forth in the deliberations of the State Council, and there are signs of a change of attitude towards the Press. The mountain of bureaucracy is in labour; it may produce a ridiculous mouse, but that is better than nothing. When it comes, this first dim outline of a Parliament—composed of two members from each class of the community: professional men, merchants, artisans, peasants, etc., appointed by the Zemstvos in the different provinces—will have the character of an advisory board preferring advice to the autocrat. Those are, it seems the Imperial intentions as to a Constitution. More hopeful, too, is the outlook for the Press. When the "Birjewia" Videmost offended the other day by publishing a scuffle in which the Emperor was attacked under the thin disguise of a character in the story, the journal was not proceeded against administratively, but legally, by court of law. Usually, when a newspaper oversteps the narrow limits allowed it for discussion—so narrow that the question of rubber-tires was taboo because the carriage of the court had them—the police adopt one of a series of methods. Either they cut off the advertisements and thus deprive the organ of revenue, or they forbid the street sale; or perhaps, as an extreme measure, they suspend publication for a certain period. It is by no means uncommon to be told, when one inquires for a paper:—"Oh, that will appear in two months' time!"

In proceeding by legal means against the journal in question, the Government seems to have really initiated a new policy towards the Press.

In his famous Rescript of December, the Emperor laid it down that the Press should be dealt with under the ordinary laws. The language appears strange in the mouth of a European sovereign. Yet, to declare that the laws shall be followed is really to enunciate a new principle in Russia. Herein lies the trouble: the laws are not followed; they are a dead letter. In their place, reigns the police-made or Civil Service law. It has the significance of martial law; that is to say, of the absence of law and the substitution of arbitrary action. On paper, Russia has an excellent Constitution, with all the good qualities of paternal Government; but in practice it avails nothing except to accentuate the oppressive character of the actual administration.

OLD BELIEVERS AND JEWS.

Liberty of conscience has certainly received an ampler interpretation than might have been expected in the recent Rescript, granting to the Old Believers the practice of their faith. It is really a great step, and its beneficial character is acknowledged even by the Liberal Party in Russia. It is difficult to say exactly how many are affected, but I have heard it computed that they number twenty-five millions. Yesterday, a deputation of Old Believers tendered their homage to the Tsar at Tsarkoe Selo, and expressed their gratitude for the privilege. These adherents of the Old Faith have known the bitterness of persecution. Two hundred years ago, the Patriarch Nikon, the supreme head of the Church, perceiving that there were grave errors in the version in use of the religious books, made extensive alterations in the text for the purpose of bringing it into line with religious practice. He imposed his authority (which is that of the Pope of Rome without his infallibility) upon the clergy and the great mass of the faithful, but a certain section refused to accept the new version, and continued with extreme conservatism their allegiance to the old. Burning and decapitation had not the effect of weakening the resistance of the Old Believers; on the contrary, the movement grew. It is in process of years new prophet arises amongst the Old Believers, and the body was split into a multitude of sects, each holding fiercely to its own interpretation of the Word. Lately these dissentients have lived under a somewhat milder regime. Authority has shut its eyes to their nonconformity. The officials charged with their overlooking have accepted heretics not to pursue their investigations too far. Consequently the sectarians have lived, more or less peacefully, in a false atmosphere of orthodoxy, and practised their religion in secret, paying the Church dues, they have been unmolested. So that even before the last Rescript their position had become supportable. Yet the official indulgence now given to their belief is, of course, of value, and has resulted in the unsealing of ancient places of worship and the open practice of the religion by many who were nominally Orthodox for fear of the penalties attaching to opposition.

The lot of the Jews is not bettered, by the Imperial ukase. Alexander II., who is supposed to have been less fervently religious than Alexander III. and Nicholas II., granted permission for a synagogue in St. Petersburg, but there is no extention of that privilege under the present regime. Jews are still shut out from positions of place and influence in the services and in the professions. A Jew may now practise as a barrister with permission of the Minister of Justice, but I am assured that for the past fifteen years there has been none of the faith admitted to the St. Petersburg bar, his position being limited to the subordinate one of licensee, or of a student keeping his terms. Naturally, the removal of Jewish disabilities would constitute a reform even more striking than the recognition of the Old Believers.

On the whole, one may say that the tendency of the moment is to treat Jews and all other opposing elements in the nation with greater leniency than for some time past. Liberals attribute this new spirit to the chastening influence of military reverses in the Far East and M. Witte's fear of the Terrorists. The Grand Duke Serge was a bitter enemy of Israel, permitting no Jews to live in Moscow. At St. Petersburg, however, and in other places, certain categories of Jewish residents are allowed—merchants and men following a trade.

THE PEASANT, "ET MEUS REX."

One of the Easter gifts of the Tsar was the remission of debts weighing for years past upon the peasantry. The total of these debts is equivalent to a sum of seventy-five million rubles. But, seeing that the people could not possibly pay in any case, it is a gift more

form than in reality. Moreover, the ultimate liquidator is the people themselves, though, nonnally, the burden is to be borne by the nobles and rich landed proprietors.

The great opposing force to the carrying out of reforms is the force of inertia of that great uneducated mass of peasantry which, impossible to interest in the subtleties of politics, knows only one sensation, the hunger for land. To the peasant there is God and the Tsar and the land—that is all. The Tsar is the appointed ruler of the silent of the earth, the "Little Father" of the peasant. "There should be no intermediate classes," says and thinks the peasant; "ego et meus rex" is sufficient for the whole world of Russia. Such a disposition of mind makes the rude husbandman a most powerful instrument for the party of reaction. The peasant is not patriotic in the European sense. He acknowledges as a painful necessity the existence of the State; present visually in the person of the tax-gatherer; he supposes, in a blind way, that he must be protected from outside foes; but the land, always the land: that is the "Ultima Thule" of his aspirations and political creed. A vast part of the land in Russia is peasant-held. The Mir, or village council, at stated intervals puts the common land to the ballot, and each inhabitant has his allotment. As he has no fixity of tenure, it is not to his interest to cultivate well, but to draw as much as possible from the soil. This system tends to land impoverishment, and its defects have frequently been pointed out; but the Government has always declined to make a change. It is necessary to know the limited horizon of the Russian peasant, his absolute detachment from all the great burning social topics of the time, to realise how impossible it is to enlist him under a banner of reform and revolution. But this does not mean that movements cannot be engineered of a greater or less magnitude.—MR. CHARLES DAWBARN.

YARN MARKET.

In their report, dated 16th instant, Messrs. Cawse & Pallante and Co. write:—Our last was dated 2nd instant per a.s. *Malta* since when a brisk demand has continued in this market; and a good business has been put through; the bulk of sales reported being in medium quality thread, the high prices ruling for superior spinnings greatly checking their consumption in the interior. The market closes steady. No. 6r. have remained steady—neglected. No. 10s. the comparative cheapness of medium quality threads of this count has attracted by far the largest amount of attention and an increased business has been effected in this description to the neglect of superior but high priced spinnings. No. 12s. moderate business has been done in special chocks of desirable spinnings at or about previous rates. No. 16s. in trifling request at unchanged prices. No. 20s. demand has unexpectedly subsided and only a small business has been reported. Sales during the past fortnight comprise of about 50 bales of No. 6r.; 6,550 bales of No. 10s.; 1,100 bales of No. 12s.; 400 bales of No. 16s.; and 972 bales of No. 20s. in all about 9,075 bales. Arrivals per steamer *Copri* and *Namang* of about 11,220 bales. Shipments to Shanghai and Northern Ports about 7,000 bales. The unsold Stock is estimated at about 27,000 bales.

Local Yarn:—An advance of \$1 per bale has to be noticed in those threads, and sales of 550 bales of No. 10s. at \$103 and of 250 bales of No. 12s. at \$123, long delivery, has transpired. Japanese Yarn:—Sales reported are 225 bales Nos. 16r. at \$134. Exchange:—We quote to-day on India at Rs. 141 1/2 per cent. London at 15. 10. 8d.—

TO-DAY'S EXCHANGE.

London—Bank T.T. 11c8
Do. demand 10 11/16
Do. 4 months' sight 10 3/16
France—Bank T.T. 237
America—Bank T.T. 154
Germany—Bank T.T. 193
India 1. 41
Do. demand 141 1/2
Shanghai—Bank T.T. 218
Japan—Bank T.T. 921
Iava—Bank T.T. 1133

Buying.
4 months' sight L/C. 10 15/16
6 months' sight L/C. 11 1/16
10 days' sight San Francisco & New York 161
4 months' sight 471
10 days' sight Sydney and Melbourne 11/16
4 months' sight France 2401
6 months' sight 242
4 months' sight Germany 1974
Bar Silver 27 1/16
Bank of England rate 21 1/2
Sovereign 1062

OPIUM QUOTATIONS.
To-day's quotations are as follows:—

Per picul
Malwa New @ 1,140
" Old @ 1,180
" Older @ 1,230 1/2
" Oldest @ 1,340
Patna New @ 1,121
Benares New @ 1,080
Persian (Papier) 780/1010

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by PUBLIC AUCTION,
For Account of the Estate of the late EDWARD L. HEATH,
on WEDNESDAY,
the 21st June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,
THE GOODS AND CHATTELS
of the above-named Deceased.
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 17th June, 1905. [663]

MADAME JAVY,
No. 4, DES VAUX ROAD,
Have just received, from New York,

LADIES' AMERICAN SHOES,
(the new RUSSET-BROWN,
now so fashionable).

Black Patent Leather and White Canvas with
MILITARY HEEL.

Horse Match Shoes and Gown.

Also a fine lot of American STAYS and SHIRT
WAISTS.

Hongkong, 17th June, 1905. [665]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"Zaida,"

having arrived from the above Ports, Consignees of Goods by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 17th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL	DE
GLASGOW and LIVERPOOL	"AIAK"	23rd June.	
GLASGOW and LIVERPOOL	"IDOMEANEUS"	30th June.	
GLASGOW and LIVERPOOL	"STENTOR"	7th July.	
GLASGOW and LIVERPOOL	"PATROCLUS"	14th July.	
GLASGOW and LIVERPOOL	"KEEMUN"	16th July.	
GLASGOW and LIVERPOOL	"PAKLING"	18th July.	
GLASGOW and LIVERPOOL	"ACHILLES"	28th July.	

HOMeward.

FOR	STEAMERS	TO SAIL	DE
GENOA, MARSEILLES & L'POOL	"DEUGALION"	20th June.	
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.	
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.	
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.	
GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.	
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.	
LONDON, AMSTERDAM & ANTWERP	"IDOMEANEUS"	15th August.	
GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.	

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL	DE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"KEEMUN"	19th July.	
NAGASAKI, KOBE and YOKOHAMA			

WESTWARD.

FROM	STEAMERS	TO SAIL	DE
TACOMA, SEATTLE, VICTORIA and	"OANFA"	20th June.	
PACIFIC COAST	"TELEMACHUS"	18th July.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

CHEFOO	"CHINKIANG"	19th June.
SHANGHAI	"TIENTSIN"	19th "
MANILA	"TAMING"	20th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN	"CHIHLI"	21st "
SHANGHAI	"SHAOHSING"	21st "
YOKOHAMA and KOBE	"CHINGTU"	21st "
CEBU and ILOILO	"KAIPEK"	22nd "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and, MELBOURNE...	"CHINGTU"	10th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

SUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th June, 1905.



HONGKONG—MANILA.

Highest class, newest, fastest and most luxurious steamers between Hongkong and Manila.—Saloon, midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 24th June, at Noon.
RUBI	1540	A. H. Notley	"	SATURDAY, 1st July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,
GENERAL MANAGERS.

Hongkong, 17th June, 1905.

HONGKONG-NEW YORK.
AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

Steamship
"NORDPOL" THURSDAY, 22nd June.
"INDRAWADI" 25th July.

For Freight and further information, apply to

SHEWAN, TOME & CO.,
General Agents.

Hongkong, 12th June, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Elkins Duplicator.

Hongkong, 23rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

HIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2,163 tons.

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao

about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide,

arriving at Hongkong about 3 hours after

departure.

FARES:

First Class, Single \$2.....Return \$4

Second Class, Single \$1.....Return \$2

Children under 12 half price.

Tickets may be obtained at the Office of the

Company, 18, Bank Buildings, Queen's Road

Central (opposite the Hongkong Hotel), or on

board the Steamer.

No CHITS will be accepted, and Servants'

Passages must be paid for.

T. ARNOLD,

Secretary.

Hongkong, 15th May, 1905.

[525]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.

About

"MONTROSE" 27th June, 1905.

"ST. HUGO" 15th July.

"SHIMOSA" to follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 8th June, 1905.

[525]

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 13th June, 1905.

[525]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

CHINA NAVIGATION COMPANY,

LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,

FROM 1st January, 1904.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric

Light. First Class Accommodation. Unrivalled

Table. Only qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st Feb., 1904.

[525]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

CHINA NAVIGATION COMPANY,

LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,

FROM 1st January, 1904.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric

Light. First Class Accommodation. Unrivalled

Table. Only qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st Feb., 1904.

[525]

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland
Ports, and taking through cargo to Adelaide,

New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the

above Port, on WEDNESDAY, the 12th July,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with

GERMANY IN THE PACIFIC.

Not long ago, says the Australian *Mining Standard*, Germany (or, rather, the *Jaluit Gesellschaft*), by the imposition of absurdly heavy licensing fees, succeeded in driving British trade out of the Marshall Islands. Its right to do so would have been "undoubted" (whatever one might think of the unneighbourliness of such action) had it not constituted a violation of treaty rights. The object was to stop competition, and that was stopping it with a vengeance. Such action is as outrageous as the clapping on of prohibitory duties, constituting an unwarrantable interference with the rights of trade. Now comes news that the British have been elbowing out of New Britain (the German "New Pomerania"); but the case is vastly different. It may be unpleasant for Australia to have Germany galling at her expense, but she has no legitimate ground of complaint. Her traders have been outbidden, and the business that they did has been cut away from them. This has not been done, as was the case with the *Jaluit Co.*, by an unfair imposition of fees, but by a fair and square business agreement with those whose produce has provided the attraction for Australian shipping. Germany has scored, as in the Marshalls, by an arbitrary prohibition of trade on the part of others, but by offering the producers of Kaiser Wilhelm's Land (which we know by the name of "German New Guinea") and of the islands of the Bismarck Archipelago better terms than they could obtain from the Australian shipping companies who have hitherto done business there. The company that has achieved this great result by securing from all the settlers (British, as well as German) an agreement giving them a five years' monopoly in the carriage of their produce to either Sydney or Hong Kong, is the Norddeutscher Lloyd. It may be argued that the company starts with a heavy advantage over its Australian rivals, inasmuch as it is heavily subsidised by the German Government. The advantage so given not to be denied; but while it may not mean fair competition as between company and company, it is perfectly fair as between country and country. If Germany choose to pay for the development of her trade, and the Australian Commonwealth prefer the risk of losing old markets to the expending of money for their retention, and for the gaining of new ones, Australia cannot complain if she be beaten in the race. If two companies are competing for certain business, and the one set fit to expend an amount of money that will mean working at a loss for a time with an eye to capturing the trade and reaping eventual profits, who shall say that its action is unfair? And, if it be right for an individual, a firm, a company, to act in such a way, how can it be wrong for a nation? Hence it must be admitted by those who are not blinded by national prejudice that the gain of Germany is one legitimately obtained. It is already too late for the agreement effected by the Norddeutscher Lloyd to be "upset," and it is clear that for the next five years the trade of the whole of the German possessions on the coast of New Guinea and among the islands of the adjacent archipelago will be in the hands of the company. The British planters in the localities in question have preferred hitherto, despite the obstacles placed in their way, to despatch their copra to Sydney by Australian-owned vessels. As they have joined with the German, French, and Scandinavian planters in accepting terms of the Norddeutscher Lloyd, it is evident that those terms were of so *avifauna* a character as to quite outweigh sentiment. The company has undertaken to establish a regular and systematic inter-island steamship service, and the copra will be collected direct from the plantations or from their nearest ports. This will save the planters the expense, with which up to the present they have been saddled, of maintaining a small fleet of craft of their own, to convey their produce to their ports of transhipment. What wonder, then, that they should embrace withreadiness a business-like proposal made to them to facilitate and cheapen the disposal of their produce? It is to the credit of the Norddeutscher Lloyd that it should have seen and seized the opportunity thus afforded; it is not to the credit of such Australian firms as control Australian shipping to that corner of the globe that they should not have seen the chance, or that, seeing it, they should have let it slip. Australia has been beaten fairly and squarely, and it is just as well to acknowledge it.

CULLINAN'S LUCK.

THE KING OF DIAMONDS.

Tom Cullinan, the discoverer of the Premier Diamond Mine, with its record find, "the Cullinan Diamond," now says a recent "Morning Leader" in London, occupying a handsome suite at Claridge's. This fortunate gentleman, who has found wealth and immortality in a great mine, is a tall, spare man, with a soft, low voice, and a calm, resolute manner that the popular imagination hardly associates with the colonial gold and diamond seeker.

Naturally the first question which a "Leader" representative put to him during a short conversation on 29th April was to the future of the great diamond. But Mr. Cullinan could not say, nor could he estimate its value.

"You see," he said, "the value of a diamond usually rises as its size increases. But if you apply this method of calculation to the diamond you are speaking of—well, you run into millions."

SEVERAL KOH-I-NOORS.

Mr. Cullinan says the famous stone could yield several Kohi-Noors, and still be larger than any diamond in the world. He does not inspire that there are other diamonds of the same size in the mine.

The story of the discovery of the Premier mine is an interesting one. In March, 1898, it is said, diamonds were reported to have been found East of Pretoria. "Jim" Pippin, who to every miner the Vai to the Zambezi, is reported to have said of the site of the present Premier mine, "If you sit on the crest of the Southern African hills, and look out on the veld in front of you, you cannot help seeing another Kimberley."

However, the Rand magnates did not take this view of the possibilities. "They didn't find trees and bushes similar to those that grow around Kimberley," laughed Tom Cullinan.

The result was that they refused the price for the Premier site—some £25,000—which was asked by its Boer owner, Com Joachim Prinsloo.

JUMP OF A HUNDRED PER CENT.

Then came the way. Com Prinsloo now asked £2,000. The Rand magnates still hesitated. But Tom Cullinan acted. "I went, not on the trees and bushes theory," he explained, "but on practical results."

With the help of a few friends he raised the requisite sum. To-day the mine is valued by the Stock Exchange, says Mr. Cullinan, at over £15 millions, if you include the Government share of the profits in the basis of calculation. Even this valuation, he says, is only based on the present output, and does not take into account the ability of the company to increase its production.

MORE THAN THEY CAN DISPOSE OF.
The mine, says Mr. Cullinan, is capable of producing more diamonds than the company can dispose of, without affecting the price of diamonds. As to the latter consideration, Mr. Cullinan pointed out that the world is taking all the diamonds that are being produced, with demand for more. The American demand alone was £15 millions more last year than the year before.

Mr. Cullinan declares that the life of the mine is "unlimited," a not unimportant matter, considering that the Transvaal Government appropriate 60 cent. of its profits.

Mr. Cullinan is 43 years of age. He was born near Fort Beaufort, Cape Colony, and went to the Transvaal in 1884.

I went through a hard school," he remarked to the "Leader" interviewer, "and had to shift for myself since the age of 17, when my father died. I formed many syndicates, with any result; and it was 12 years before I struck the Premier mine."

He now owns much property in Johannesburg, and has a beautiful home at Parktown. He also owns a farm, which he keeps as a hobby.

Shipping.

Arrivals.

Chingtu, Br. s.s. 2,260, J. McD. Howie, 17th June—Australia 9th May, Gen.—B. & S.
Arratoon Apoor, Br. s.s. 2,351, E. Fey, 16th June—Singapore 11th June, Gen.—D. S. & Co., Ltd.
Zaida, Br. s.s. 3,204, C. Willis, 16th June—Singapore 11th June, Gen.—J. M. & Co.
Chihli, Br. s.s. 1,144, G. Hooker, 16th June—Chefoo and Swatow 6th June, Gen.—B. & S.
Providence, Nor. s.s. 900, C. Cornelissen, 16th June—Bangkok 10th June, Rica—Order.
Hero, Nor. s.s. 2,417, Sylversak, 16th June—Moj 10th June, Coal—M. B. K.
Kweihsing, Br. s.s. 1,703, W. D. Brymer, 17th June—Shanghai via Amoy and Swatow 11th June, Gen.—B. & S.

Clearances at the Harbour Office.

Charles Hardwick, for Canton.
Fritscho, for Swatow.
Shun Lee, for West River.
Hong Kong, for West River.
San Cheong, for Canton.
Hotchong, for Kwang-chow-wan.
Kwongtung, for Canton.
Wingking, for Canton.
Chawau, for West River.
Carl Diederichsen, for Hoitow.
Him, for Bangkok.
Aberga, for Shanghai.
Cusader, for Batavia.
Kweihsing, for Canton.
Wingchau, for Macao.
Emma Luyken, for Swatow.
Holning, for Shau-ting.

Departures.

June 17.
Sengal, for Europe.
Rubi, for Manila.
Kalgan, for Shanghai.
Wotang, for Tientsin.
Frits, for Haiphong.
Hangsang, for Canton.
Caihui, for Canton.
Ranca, for Singapore.
Emma Luyken, for Swatow.
Him, for Bangkok.

Passenger Arrivals.

Per Arratoon Apoor, from Singapore—Mr. Mrs. and Miss Roachwald, Messrs. Hutchinson, Hipton, 48 Chinese, and 1 Japanese.
Per Chingtu, from Australia—Major Morley, Lieutenant and Hobbs, U.S.A., Mr. and Mrs. Fearon and child, Mrs. Kew, Misses Hill, Lakeman, Mrs. Prickon, Mrs. Holm, Mrs. Mauley, and 7 Chinese.

Passenger Departed.

Per Bengal, for London from Yokohama—Misses M. Discon and A. Brancier. From Nagasaki—Capt. and Mrs. Grindelius, and Miss Hanson. From Shanghai—Lieut. and Mrs. Wall and infant, Messrs. C. Mayne and J. Matheson. For Bombay—Mr. Wilson. From Hong Kong for London—Mrs. Paterson, child and infant, Miss Ramsay, Mr. R. S. Thomas, Mr. and Mrs. Gray and family, Messrs. F. M. Sonnenfeld, F. Jenkins, H. Strick, W. Sidney and John Nagle. For Marseilles—Mr. Le Sauvage. For Penang—Messrs. U Yung Tun and Sui Kai. For Singapore—Mr. Murray Anderson, Mr. and Mrs. E. W. Gunnilake, Mr. and Mrs. Wong Ah Thal, and Mr. Wong Sui Iu.

Shipping Report.

Str. Kweihsing from Shanghai—Strong NE. winds and sea.
Str. Caihui from Chefoo—Fine weather and light air, strong breeze from Swatow to port.
Str. China from Australia—Left Sydney May 19th, experienced fine weather to Manila, then strong SW. winds until day before arrival, when wind veered the NE. fresh.

Vessels in Port.

STEAMERS.
Alemannia, Nor. s.s. 1,164, Neilson, 13th June—Salon 8th June, Coal—Order.
Anamba, Dan. a.s. 1,158, Cortsen, 13th June—Canton 13th June, Ballast—M. & Co.
Beechley, Br. s.s. 2,405, R. Forsyth, 13th June—Moj 6th June, Coal—B. & S.
Borneo, Ger. s.s. 760, H. Schlaikier, 15th June—Haiphong and Hoitow 14th June—Sandakan 15th June, Timber and Gen.—M. & Co.
Broholm, Dan. a.s. 819, Birkholm, 14th June—Bangkok 7th June, Rice and Wood—Order.
Bulford, Am. transport, 5,000, Hall, 29th May—from Manila.

Cari Diederichsen, Ger. s.s. 760, H. Schlaikier, 15th June—Haiphong and Hoitow 14th June—Sandakan 15th June, Timber and Gen.—M. & Co.

Claveron, Br. a.s. 1,281, D. Barton, 10th June—Salon 6th June, May and Moj 6th June—Ballast—C. C. S. Co.

Coptic, Br. a.s. 2,744, Wm. Finch, R.M.R., 15th June—San Francisco 12th May, Honolulu 10th, Yokohama 31st, Kobe and June—Nagasaki 1st, and Manila 13th Malib and Gen.—O. & S. Co.

Empress of India, Br. s.s. 1,012, E. Beetham, R.M.R., 15th June—Vancouver, (B.C.) 22nd May, and Shanghai 11th June, Mails and Gen.—C. P. R. Co.

Fritscho, Nor. s.s. 807, H. A. Haraldsen, 15th June—Tamsui via Amoy and Swatow 11th June—Gen.—O. S. K.

Gladstry, Br. a.s. 1,521, C. Crane, 15th June—Moj 6th June, Coal—D. & Co., Ltd., Hopsang, Br. a.s. 1,320, Jas. M. May, 16th June—Canton 15th June, Gen.—J. M. & Co.

Indradas, Br. a.s. 3,457, Easterbrook, 8th June—Newcastle via Sydney 16th May, Coal—S. I. & Co.

Macaw, Ger. s.s. 950, Harles, 14th June—Bangkok 5th June, Rica—B. & S.

Macquarie, Br. a.s. 2,073, St. John George, 23rd April—Moj 21st April, Coal—G. L. & Co.

Minnesota, Am. s.s. 13,323, J. H. Rinder, 15th June—Seattle and way ports 2nd May, and Shanghai 12th June, Flour and Copper—Great Northern S. S. Co.

Matsang, Br. a.s. 1,644, R. Houghson, 10th June—Sandakan 6th June, Gen.—J. M. & Co.

Pitamuk, Ger. s.s. 3,210, C. Fuchs, 15th June—Bangkok 8th June, Rice and Wood—B. & S.

Pronto, Nor. s.s. 837, Larsen, 15th June—Canton 14th June, Gen.—A. T. & Co.

Rivardale, Br. a.s. 2,712, G. G. Hay, 15th June—Moj 14th June, Coal—S. T. & Co.

Shaohsing, Br. a.s. 1,307, F. D. Northcombe, 16th June—Canton 16th June, Gen.—B. & S.

Taming, Br. a.s. 1,350, A. W. Outerbridge, 10th June—Manila 14th June, Gen.—B. & S.

Thyra, Br. s.s. 2,419, R. M. Fynn, 13th June—Kuching 6th June, Coal—M. B. K.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Risner, 16th May—Philadelphia 10th Oct., 1904, Case Oil—S. O. Co.

Combrabrik, Br. 4-masted ship, 2,151, George, 2nd June—Cardiff and Gen., Coal—Government.

Jordan Hill, Br. 4-masted brg., 2,776, G. N. Kennedy, 29th May—New York 1st Dec., 1904, Case Oil—S. O. Co.

Leahill, Br. 4-masted brg., 2,742, J. C. Jarvis, 3rd June—New York 27th June, Case Oil—S. O. Co.

Sierra Lucena, Br. ship, 1,618, E. Vooght, 4th June—Cardiff 10th Dec., Patent Fuel—Government.

Travancore, Br. ship, 2,217, Hargreaves, 30th April—Cardiff 5th Sept., Patent Fuel—Government.

Steamers Expected.

Vessel From Agents Due

Zafiro ... Manila S. T. & Co June 19

P. Waldemar ... Sydney M. & Co June 19

Zieten ... Japan M. & Co June 20

Suisang ... Singapore J. M. & Co June 20

Bechuan ... Singapore N. Y. K. June 20

Sachsen ... Singapore M. & Co June 21

China ... S. W. & Co June 21

Siberia ... Japan P. & O. Co June 21

Kumsang ... Calcutta P. M. Co June 21

Nicomedia ... Portland E. & A. Co July 3

Emp. of Japan ... Vancouver C. P. R. Co July 3

Numanthi ... Portland P. & A. Co July 3

Hongkong & Whampoa Dock Returns.

Budeford ... at Kowloou Dock, Travancore

Argus ... " " "

H.M.S. Dee ... Cosmopolitan "

H.M.S. Exe ... Adamastor "

JOBS.

3 M. will close for:

Chefoo and Newchwang—Per Dagny, 18th June, 9 A.M.

Hoitow and Haiphong—Per Carl Diederichsen, 18th June, 9 A.M.

Kobe—Per Loy, 18th June, 9 A.M.

Kobe—Per Thysa, 18th June, 9 A.M.

Chefoo—Per Chinkiang, 19th June, 3 P.M.

Kongmoo, Kumchuk, Samshu, Shuiping, Takking and Wuchow—Per Linton, 19th June, 3 P.M.

Amoy, Straits and Rangoon—Per Zaida, 19th June, 4 P.M.

Swatow, Amoy and Foochow—Per Hatchet, 20th June, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattie, Wash.—Per Minnesota, 20th June, 11 A.M.

Singapore, Sourabaya and Samarang—Per Hopkins, 20th June, 2 P.M

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "GALEDONIEN,"
Captain Gregory, will be despatched for MAR-
SEILLES on TUESDAY, the 27th June,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. OCEANIEN 11th July.
S.S. TOURANE 25th July.
S.S. TONKIN 8th August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th June, 1905. [7]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
RAITS, CEYLON, AUSTRALIA, INDIA,
DEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA;"

Captain F. J. Fox, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 1st July,
at Noon, taking Passengers and Cargo for
above Ports in connection with the Company's
S.S. Mongolia, 9,500 tons, from Colombo.
Passenger's accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arcadia*, due in London on the 13th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 17th June, 1905. [12]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Pleades 3,753 F.G. Purington At. June 30.
Shawmut 9,560 E. V. Roberts July 12.
Tremont 9,606 T. W. Garlick. Aug. 8.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings
Hongkong, 23rd May, 1905. [8]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

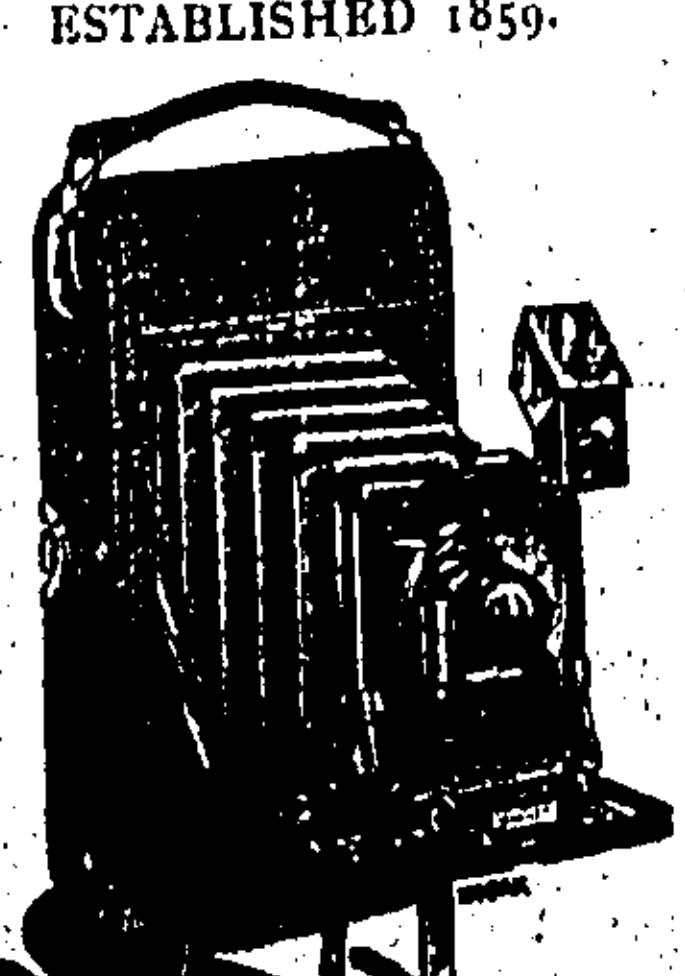
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

\$4.50 per Bag 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOME & CO.,

General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents —

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to —

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

N. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to —

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905. [537]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to —

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLs laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to —

H. RUTTONJEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to —

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to —

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to —

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to —

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to —

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).